

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1-3. (Cancelled)

4. (Currently amended) An amphibious vehicle comprising: as
~~elaimed in Claim 4~~

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a sponson positioned on and mounted to each side of the main
hull; and

(iii) fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore
and aft wheels between (a) a stowed position where each sponson is
adjacent to and located to one side of said main hull, and (b) a deployed
position wherein each sponson is spaced from respective sides of said main
hull and additional buoyancy providable by said sponsons provides additional
stability to the main hull,

wherein said sponsons are each spaced at least one hull width away from the
said hull when in said deployed position.

5. (Currently amended) An amphibious vehicle comprising: as
~~elaimed in Claim 4~~

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a sponson positioned on and mounted to each side of the main
hull; and

(iii) fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore
and aft wheels between (a) a stowed position where each sponson is
adjacent to and located to one side of said main hull, and (b) a deployed
position wherein each sponson is spaced from respective sides of said main
hull and additional buoyancy providable by said sponsons provides additional
stability to the main hull,

wherein said sponsons are substantially flush with the said hull when in said stowed position.

6-7. (Cancelled)

8. (Currently amended) An amphibious vehicle comprising: as claimed in Claim 7

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a sponson positioned on and mounted to each side of the main hull; and

(iii) fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore and aft wheels between (a) a stowed position where each sponson is adjacent to and located to one side of said main hull, and (b) a deployed position wherein each sponson is spaced from respective sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull.

wherein each of said sponsons is mounted with respect to the said main hull by a linkage of pivoted arms, and [.] wherein each sponson comprises part of respective parallelogram linkages pivotally mounting said sponsons to said main hull.

9. (Currently amended) An amphibious vehicle comprising: as claimed in Claim 7

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a sponson positioned on and mounted to each side of the main hull; and

(iii) fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore and aft wheels between (a) a stowed position where each sponson is adjacent to and located to one side of said main hull, and (b) a deployed position wherein each sponson is spaced from respective sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull.

wherein each of said sponsons is mounted with respect to the said main hull

by a linkage of pivoted arms, and wherein each sponson is pivotally mounted with respect to the main hull about pivot axes inclined with respect to hull when moved from its stowed to deployed position.

10. (Previously Presented) An amphibious vehicle as claimed in Claim 9 wherein each sponson moves in an aft direction with respect to the vehicle when moved from its stowed to deployed position.

11-15. (Cancelled)

16. (Currently Amended) An amphibious vehicle comprising: as claimed in Claim 4

(i) a main hull for providing the primary buoyancy of the vehicle;

(ii) a sponson positioned on and mounted to each side of the main hull; and

(iii) fore and aft road wheels,

the sponsons being movable relative to the main hull and relative to said fore and aft wheels between (a) a stowed position where each sponson is adjacent to and located to one side of said main hull, and (b) a deployed position wherein each sponson is spaced from respective sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull,

wherein the vehicle comprises a transom extension member for increasing the effective water line length of the vehicle by at least 5%.

17. (Original) An amphibious vehicle as claimed in Claim 16 wherein the transom extension member is movable between a deployed position substantially parallel with the water line of the said vehicle and a stowed position.

18. (Previously Presented) An amphibious vehicle as claimed in Claim 17 wherein the vehicle has fore and aft ends and the transom extension member stows substantially flat against the aft end of the vehicle.

19-25 (Cancelled)

26. (Currently Amended) An amphibious vehicle comprising:
according to claim 24

(i) a main hull for providing the primary buoyancy of the vehicle; and

(ii) a sponson positioned on and mounted to each side of the main hull,

the sponsons being movable relative to the main hull between (a) a stowed position where each sponson is adjacent to said main hull and said main hull is between the sponsons; and (b) a deployed position wherein each sponson is spaced from said sides of said main hull and additional buoyancy providable by said sponsons provides additional stability to the main hull, wherein the amphibious vehicle further comprises a load carrying deck on the hull and wherein the sponsons are located beneath the deck in the stowed position, and wherein the sponsons are deployed to a position out from beneath the deck in the deployed position.

27-30. (Cancelled)